

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

LADIES' FOOTWEAR.

Comfort, Elegance and
Durability
combined with
MODERATE PRICES.

We have a Stock ex-
ceeding 2,000 pairs of
Boots and Shoes and
can suit all tastes and
requirements.

OUR
SPECIAL
SHOE
is the
"VITWELL"
which name is stamped
on the waist of each
Shoe.

WALKING SHOES,
\$6.25 to \$13.00 pair.

DRESSY SHOES
for afternoon wear,
\$4.50 to \$18.50 pair.

SMART SHOES
for evening wear,
\$7.00 to \$18.50 pair.

POWELL'S
HONGKONG.
Hongkong, 18th October, 1906. [14]

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"SEGOVIA,"
Captain Schöndfeld, having arrived from Ham-
burg, Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned and to take im-
mediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 25th October, 1906, will
be subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th October, 1906, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th October, 1906. [1020]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"SITIONIA,"

Captain Brethmer, having arrived from Ham-
burg, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to take
immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 24th October, 1906, will
be subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 24th October, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th October, 1906. [1018]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship

"INDRAWADI"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's hazardous and/or extra hazardous
Godowns at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods are
landed.

Goods not cleared by the 24th instant, at
6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 18th October, 1906. [1017]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"DELTA,"

FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Mooltan*.
From Australia, ex S.S. *China*.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th October, 1906.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Counter-signature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 17th October, 1906. [12]

COMMERCIAL.

FREIGHT MARKET.

In their report of 21st inst., Messrs. Lam &
Rogge write:—Demand from the usual quar-
ters after tonnage has not been uncommonly
brisk during the fortnight; but, somehow, at
the close there is a certain scarcity of tonnage
left, notably of small size, and some inquiries
remain unanswered. This is partly explained
by the low rates ruling, partly by several
handy-sized Norwegian steamers having been
taking off the coast lately, to some extent
because of boats not having finished repairs to
damages suffered by the late typhoon, and
also, owing to Hongkong having come forward
and having engaged locally a number of sub-
sidiary light draft boats for berth loading Hong-
kong to Hongkong, as well as a few under-
chartered. Rates close at 30/33 cents, "liners"
terms, and on charter basis 28/31 cents has
been paid.

Saigon has not been much to the front with
inquiries, and excepting a few charters for the
Philippines at 22 and 23 cents no business
appears to have resulted. In this direction the
market closes firmer.

From Java, nothing doing for Hongkong
freight as *Quinta* is mentioned as having
been fixed to load for a China port, but par-
ticulars are not known. Java to Japan, Nor-
wegian s.s. *Halsard*, about 2,300 tons capacity,
was secured early in the fortnight at a rate
as low as 10/6d per ton. Brit. s.s. *Orin*, about
4,600 tons d.w. cargo, is also reported fixed at
this rate.

Hellas has had a fixture of a small carrier to
Ningpo and Chinkiang at only 30 cents.

Newchwang to Hongkong and Canton, busi-
ness done at 10 and 17 cents per picul, usual
part cargoes.

Tientsin and Newchwang to Amoy, a charter
is reported at 30 cents.

Coal freights from South Japan coal ports—
Meiji and Waka rata—to this and Canton,
show an improvement. Fixtures at 14.40 and
12.00, and 15.00 and 12.10 respectively, all for
small cargoes.

On monthly terms, for natives' account two
small boats have found employment, in each
instance for the short term of two months,
German s.s. *Progriss* \$3,000 per month,
Swedish s.s. *Karin* \$3,250 per month.

Steamers' Sales:—An American s.s. *Z. Y. de
Aldean* was sold by private treaty for the sum
of \$35,000, and will be made a bulk of. This
morning American s.s. *Neit Island* was put
up for auction but did not fetch her price,
the highest bid was only \$18,000.

Casualty:—The well known river steamer
Hankow, on Sunday last at 2.30 a.m., shortly
after her arrival here from Canton, was
damaged at the Hongkong, Canton and Macao
Steamship Co.'s wharf, caught fire, with disastrous
results. Upwards of a hundred native passengers
perished in the flames or were drowned and a
valuable cargo was destroyed or badly damaged.

The good old steamer, though presenting a
wrecked sight after the fire which had rapidly
spread over the whole length of her and de-
stroyed practically all her wooden structures, is
expected to have suffered no serious damage
to her iron hull and machinery, and owners
contemplate refitting her on most modern lines
and hope to see her resume her service on the
river in two or three months.

A propos of river steamers, we are glad to be
able to report that the attempt at refitting the
Hongkong, Canton and Macao Steamship Co.'s
s.s. *Kintan* have to-day proved successful.

Sailors:—British bark *Felipe* is loading
under her charter for Baltimore and New York.
American ship *J. F. Chapman* will, it is ex-
pected, have finished repairs in another fort-
night. Whether American ship *P. P. Hitech*
will be worth repairing could not be ascertained
as yet. She is still lying stranded where she
found herself after the typhoon, a contract for
towing her off has now been made.

English ship *Eskaton*, on a voyage from
Manila to the Pacific Coast in ballast, was towed
to here in distress by Indo-China Steam
Navigation Co.'s steamer *Amara* on the 12th
instant, and will proceed after repairs.

Sail tonnage loading or to load:—For
Baltimore, and/or New York:—Brit. bark
Felipe, 2,999 tons, arrived 1st September.
Amer. ship *J. F. Chapman*, 2,014 tons, arrived
23rd August.

Sail tonnage Disengaged:—None.
Departures of Sailors:—None.

SHE SUFFERED FROM CHILD-
HOOD.

With Headaches and Pains in the Limbs,
Singapore Lady Completely Cured by
DR. WILLIAMS' PINK PILLS.

Mrs. Henriette Jaeger spent her youth in
the Dutch East Indies; but she now lives with
her husband, who is an employee of the Singa-
pore Tramway Co., at 84-5 Serangoon Road,
Singapore.

"Ever since I was four-
teen years old I suffered
much from severe Head-
aches," said Mrs. Jaeger.
"My parents did all they
could for me but the med-
icines prescribed by the
doctors and since brought
no satisfactory results. The
fact that I am now cured is
due entirely to Dr. Will-
iams' Pink Pills, for which
great blessing I offer sincere
and grateful thanks."

"The Headaches were
never long absent. They
used to shift from one side
of my head to the other.
Often when they came on I
had to go to bed and re-
main there with an ice com-
press round my head until
the attack had passed away. Besides this I
suffered from pains in the legs, the result of a
severe illness from Rheumatism during child-
hood, and general weakness. So bad were
these pains that it was only with difficulty I
could climb the stairs."

"Dr. Williams' Pink Pills not only have
cured me completely of the Headaches but
also of the pains in the legs. The feeling of
weakness has left me. My appetite which
formerly was very poor has greatly improved.
My health is excellent. By all means let the
facts of my case be published. I shall be
pleased to confirm what I have said personally
at any time."

Mr. Jaeger, who was present when Mrs.
Jaeger was giving her thankful testimony, also
expressed his gratitude for the great blessing
Dr. Williams' Pink Pills have proved to his
wife.

Those Terrible
Stairs!

By Order,
W. ROWEN ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

Amongst ladies in all parts of the world Dr.
Williams' Pink Pills for Pale People have an
immense reputation as the remedy for the
Headaches, and other ailments which parti-
cularly afflict their sex between youth and
middle life. The testimony of thousands of
thankful cured men and women prove that
these Pills cure Liver Disorder, Indigestion,
Headaches, Rheumatism, Paralysis, Beri-Beri,
Early Decay, Nervousness, Boils, Pimples,
Skin Disorders, and the after-effects of Fevers,
Dysentery and Chills. Obtainable at most
shops where medicines are sold, Dr. Williams'
Pink Pills can also be had direct from the Dr.
Williams' Medicine Co., Singapore, 6 bottles
for \$8 or 1 bottle for \$1.50 post free. [4]

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

SANITARY BOARD OFFICE.

Hongkong.

TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of
the DOMESTIC CLEANLINESS AND
VENTILATION BYE-LAWS (as amended),
every Domestic Building or part of such
Building within the CENTRAL DIVISION of
the CITY OF VICTORIA and the WESTERN DIVISION
of KAU-LUNG occupied by members of more
than one family must be CLEANSED and
LIMEWASHED THROUGHOUT by the
owner during the months of September and
October.

N.B.—The word "Throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Casings and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.

The Back Yard should have its containing
Walls Lime-washed up to the level of the first
floor.

Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleaned.

The Central Division of the City lies between
Gilman Street and Peel Street on the East and
Tank Lane and Cleverley Street on the West.

Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tei service reservoir to the
northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 20th day of October, 1906. [1016]

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:

1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance,
1903, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commission makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,
W. ROWEN ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

Intimations.

AGE
AND
QUALITY
GUARANTEED.

Watson's
DUNDEE WHISKY,
No. 10.
THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

SOLE AGENTS:
WATKINS, Ltd.,
110, ROYAL MAIL.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 23rd October, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY

HOUSEHOLD FURNITURE,
Comprising:—
RATTAN TABLES AND CHAIRS, TEA
TABLES, GLASS AND CROCKERY WARE,
CARPETS, RUGS, &c., &c.

ALSO
Very Superior CARVED BLACKWOOD
CABINETS and DESKS, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd October, 1906. [1015]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 23rd October, 1906, at 5 P.M., at Kennedy's
Stable, Causeway Bay,
(The property of Capt. DOBSON, R.A.,
who has left the Colony).

One DUN PONY, quiet, good Hack, be-
lieved sound and is a good "old Pony,"

ALSO
SADDLE, BRIDLE and STABLE
NECESSARIES.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd October, 1906. [1023]

PUBLIC AUCTION.

THE Undersigned have received instructions
from Commander WELLS, to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

WEDNESDAY,
the 24th October, 1906, at 11 A.M., at Lai-chi-kok,
SUNDRY

HOUSEHOLD FURNITURE,
Comprising:—
SINGLE IRON BEDSTEADS with WIRE
MATTRESSES, TEAKWOOD
WARDROBES, CHAIRS, EXTENSION
DINING TABLE and WRITING TABLES,
CLOCK, COOKING STOVE and UTEN-
SILS, &c., &c.

ALSO
A large quantity of COOLIE UNIFORMS,
BLANKETS, HURRICANE LAMPS, TUBS,
BUCKETS, &c., &c.

A Steam Launch will leave Blaka Pier at
10.15 A.M. on the day of sale to convey intend-
ing purchasers.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th October, 1906. [1027]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

MONDAY,
the 5th November, 1906, at 11 A.M., at
their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
The American Steamer

"SOREOGON,"
(as she now lies near the Shoals of the Hong-
kong and Whampoa Dock Co. St.
Huo-ho-m Dock).

The Ship will be sold as she now lies with
all Fittings, Gear, &c., &c.

THE BOILER, DONKEY, GALLEY and FUNNEL,
belonging to the Ship are on shore and are to
be sold separately from the wreck.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th October, 1906. [1019]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts
or 6 doz. pints).

Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.,
Hongkong, 11th January, 1903. [64]

NORDEUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION OF S.S. "PRINZ LUDWIG."

THE Company's Steamer

"PRINZ LUDWIG,"
Captain F. von Binzer, will be open to
PUBLIC INSPECTION
TO-MORROW, the 23rd instant, from 4 to 6 P.M.
at the Pier of the Hongkong and Kowloon
Wharf and Godown Company, Limited.

MELCHERS & Co.,
Agents.
Hongkong, 22nd October, 1906. [1021]

THE TRADE MARKS ORDINANCE,

1898.
APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that W. K. & C.
PEACE, LIMITED, of Eagle Works
Sheffield, England, Steel, File and Tool Manu-
facturers, have, on the 14th day of August,
1906, applied for the Registration in Hongkong
in the Register of Trade Marks of the following
Trade Mark:—



in the name of W. K. & C. PEACE, LIMITED,
who claim to be the proprietors thereof.
The Trade Mark has been used by the
applicants since the year 1888, in respect of the
following goods:—

IRON TOOLS IN CLASS 12.
Dated the 20th day of August, 1906.
JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Vaux Road Central,
Hongkong.

THE WINE GROWERS.

SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.

Intimation.

A. S. WATSON & CO.,
LIMITED.CHAMPAGNE
DE
ST. MARCEAUX
& Co.

REIMS

1898 VINTAGE

VIN BRUT AND VERY DRY.

PER CASE 12/1 BOTS. \$48.00

24/2 " " 50.00

THIS CHAMPAGNE is a First-Class
Wine and is supplied to all the Leading
Hotels and Restaurants throughout London.A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
AGENTS.

Hongkong, 17th October, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 22nd October, 1906, at No. 9, Caine
Road, "Fair View," the wife of E. J. DE
FIGUEROA, of a son. 1030On October 17, at Shanghai, the wife of
ARTHUR EVELING, of a daughter.The Hongkong Telegraph
HONGKONG, MONDAY, OCTOBER 22, 1906.KOWLOON-CANTON RAILWAY
DIFFICULTIES.

For some time little has been heard regarding the construction of the Kowloon-Canton railway with the result that the majority of people have taken it for granted that the line was proceeding as satisfactorily as could be desired. The fact that His Excellency the Governor was still manifesting the utmost interest in the line was accepted as sufficient guarantee that no delay would be permitted in the progress of the work. It appears, however, that many more difficulties have arisen to interfere with the rapid construction of the line than had been anticipated. In an article which appeared in our columns some time ago it was stated that so successful had been the operations up to the date in question that the engineers anticipated that the boring of the tunnel through Lion's Head Mountain would be commenced almost without delay. The workmen were then drilling trenches where the diamond drills would be installed, and it was intended on the arrival of the drills from England to begin boring from both ends of the tunnel simultaneously. An unexpected difficulty has occurred which may have the effect of considerably if not seriously hindering the construction of the British section of the line. In excavating the trench for the drills, the workmen came upon large springs of water apparently emanating from the mountain—which is

called by various names, the official designation being South Beacon Hill—and the water rapidly filled up the trench. While it is true that the engineers were perplexed at the outset as to the best method of securing a constant supply of water for the drilling machinery this new complication was most undesirable; already it had been decided to bring water for the engines by pipes from a neighbouring dam which is also supplied by a spring. But the new springs were needless and, indeed, gave an unsatisfactory turn to events. Pumps were erected to keep the trench clear of the gallons of water which are constantly pouring into the excavation works, but they have proved far too small for the purpose and entirely incapable of dealing with the volume which flows from the springs. Naturally this unfortunate discovery may tend to retard the progress of the construction of the line, especially when it is stated that the workmen who were engaged on the opposite side of the mountain have been obliged to suspend their labours for the present. No doubt the engineers in charge of the undertaking will find a way out of the difficulty, but their powers of ingenuity will be taxed in a manner that had been quite unexpected. It is satisfactory to learn that the coolie labourers and peasants are on the best of terms. Since we last wrote on this subject all squabbles have been settled and the question of *fung shui* seems to be dead and buried. One result of these amicable relations is to be found in the fact that there is now no scarcity of labour. In the beginning the coolies feared that they would be subjected to assaults at the hands of the villagers who, being roused to wrath by their headmen, might take vengeance on the labourers on the ground that they were disturbing the spirits of the locality. A better appreciation of the object of the railway scheme seems now to prevail, and a solid understanding exists between both parties. At present there are numerous contractors in Hongkong who are prepared to undertake work in connection with the construction of the railway track. One large firm stationed in Saigon, having had experience in building railways in Indo-China, has sent a representative here to discover whether there are any prospects for them on the Kowloon-Canton line. Another Italian contractor is on the outlook to obtain the contract to pierce the tunnel through Lion's Head Mountain, while various other individuals are awaiting the development of events. His Excellency the Governor is indefatigable in his efforts to advance the work with as little delay as possible. Despite the disasters which have lately overtaken Hongkong and increased the duties of the Government, His Excellency has found time to travel across to the peninsula at regular intervals, and has also paid surprise visits at all hours. Of course it is highly important that the railway should be constructed before the Canton authorities are in a position to avoid the fulfilment of their explicit promises. The proposed railway to Whampoa and thence to Amoy shows that the British Government cannot afford to waste a moment if the people of Hongkong are to benefit by the construction of the Kowloon-Canton line, and it also indicates that the Chinese Government in Canton might possibly attempt to evade any agreement arrived at with respect to the Chinese section of the line should there be any delay in the completion of the British section. In these circumstances it is to be hoped that the difficulties which have arisen at the tunnel will speedily be overcome by the engineers so that a real start may be made with the construction of the railway.

HONGKONG'S PROBABLE RIVAL.

When it was first announced that Viceroy Shum was considering a proposition, which, it may very fairly be assumed, emanated from his own fertile brain, to construct a railway from Canton to Amoy with a connection to Whampoa we shrewdly suspected that His Excellency's object and concern for Amoy were more apparent than real. Whampoa, we suggested, was the real destination of the line, and the eventual aggrandisement of that port together with the promotion and development of trade in Canton and the two Kwang generally, the real purpose of the scheme. Of course the elevation of Whampoa to the position of a port of call would affect Hongkong very seriously; in fact, it is possible that it might mean Hongkong's extinction as a great world port, for what advantages could we offer shippers in Canton and shipmasters bound with cargoes of goods for China as compared with Whampoa, in direct railway communication with the capital of the south? When we suggested that the Viceroy's proposal was inimical to the interests of Hongkong, that his idea was to raise up a rival to Hongkong at the very gate of Canton, there was an inclination in some quarters to pooh-pooh such views as mere moonshine. Taotai Wen, who was interviewed by a representative of the *Hongkong*

Telegraph on the subject, offered some ingenious explanations in accordance, no doubt, with the wishes of his superior. It was a mere coincidence that the railway would touch at Whampoa; nobody dreamt of pitting Whampoa against Hongkong as a rival; the river was silted up; the railway was a private enterprise, and so forth. But each and every one of these contentions could be refuted on examination. Considerably less than a century ago, Whampoa was a great and flourishing seaport, practically the only open door in South China. The import and export trade of the two Kwang was transacted wholly at Whampoa. It was probably due to the fact of the animosity of the Chinese officials to British vessels that led to the creation of Hongkong as an important port of call, for cargoes brought by British ships had to be transferred to vessels of other nationalities at Hongkong before they could hope to be landed without resistance at Whampoa. With the establishment of better relations Whampoa declined and Hongkong gradually rose to the position of being the premier tonnage port in the world. If the Canton river is silted up, that is a defect which easily lends itself to repair, while the statement that the new railway is a private enterprise is open to doubt. The leading spirit in its construction is not a merchant, but an ex-official—Mr. Chang Pat Sze, formerly Minister of Railways and Mining. No sooner had the scheme been promulgated than Viceroy Shum threw himself into it heart and soul. He issued proclamations that no obstacle was to be placed in the way of Mr. Chang with regard to the purchase of lands. The influence of the Viceroy was supported by a proclamation from the Board of Commerce to the same effect. Then the British Government interfered, and protested against the construction of the Canton-Whampoa line, on the ground that it would interfere with the traffic on the projected Kowloon-Canton railway. The authorities at Peking telegraphed to Viceroy Shum to suspend operations until the British protest had been considered, but the Viceroy defiantly ignored the commands of Peking and ordered Mr. Chang to proceed faster with the construction of his pet scheme. In all these negotiations Mr. Chang has been merely a figure-head; the Viceroy himself has been the moving spirit throughout; he has dictated what shall be done and he has become personally responsible for the railway to Whampoa. Surely all this portends the intention of the Canton authorities to revive the importance of Whampoa as a seaport, otherwise why all this unusual haste to get the preliminary section of the line completed? Now, our correspondent at Canton reports to-day that on the recommendation of Viceroy Shum "the Throne has issued a decree sanctioning the opening of Whampoa as a port of trade." So the cat is out of the bag. It is the development of Whampoa that is the real object of the Viceroy's solicitude. All those tales about coincidences and interest in Amoy are so much dust thrown in the eyes of outsiders. And now it may be well to consider how Hongkong is likely to be affected by the opening up of Whampoa as a port of call. In the first place, it has to be remembered that the vast proportion of the trade to South China has Canton as its objective. Goods intended for Canton are brought to Hongkong from Europe and America to be transhipped here and sent on; while the products of the southern provinces are sent in river steamers and junks to Hongkong to be transhipped. Why should a steamer carrying a large cargo for the southern capital touch at Hongkong at all, when she can go to Whampoa, thereby saving all the expenses attendant on transhipment, the expenses of godown storage, insurance, demurrage charges and the thousand and one additional incidentals which must be incurred? In the interest of shippers and consignees European and American vessels would completely ignore Hongkong and make for Whampoa direct. No doubt they would agree that Hongkong with its Peak and mansions in the air is a very picturesque spot, but business is business, and you cannot do business with a rock. Of course we have the docks, the cement works, and a few other industries which would still attract a limited tonnage, but after all Hongkong would become in the nature of an adjunct to Whampoa. That is the view of Viceroy Shum and it is not so preposterous as one might believe at first sight. True, by the time Whampoa becomes a port the Kowloon railway should be completed; but with the advantages possessed on the Canton river the products of the peninsula would be more likely to find their way to Whampoa than to Hongkong. The outlook is far from reassuring from whatever standpoint it is regarded. The heavens may fall, of course, but nature is not in the habit of working cataclysms for the benefit of the few. It is well that we should take time by the forelock. Manila is not standing still, not by any means. She will be, if she is not already, an entirely free port, which means that we have another competitor in the south. Optimism is all very well in its way, but unless the fates are marvellously propitious the future of Hongkong cannot be said to be altogether rosy.

LOCAL AND GENERAL.

THREE dooly bearers arrived from India per s.s. *Della* on the 18th instant, for duty with the 129th Baluchis.THE s.s. *Sungliang*, until lately on the Manila run, has been placed on the Canton run to replace the *Hankow*. Captain Branch has been appointed to the command of her, while Captain Fennelater, lately in command, has been given charge of the *Hankow* during her repairs and refitting.The captain of the German steamer *Chulonia* which arrived at Moji on the 11th inst., from Vladivostok, reports that an iron lighter was found drifting when about two hundred miles from Moji. The steamer took the lighter in tow, but the frequent breaking of the cable necessitated its abandonment and it is now a danger to navigation.

THE Shanghai Taptai in order to put the Imperial Decree urging the people to give up opium-smoking into force, has requested the Shanghai I.M.C. Commissioner to be more stringent on smugglers of morphia into that port. He also recommends that the importation of this drug should not exceed what is sufficient for medical purposes.

THIRTEEN coolies were arrested in a gambling raid executed by Inspector Gourlay, of No. 2 Police Station, shortly after nine o'clock last night. The house raided was No. 17, Anny Lane, the residence of ticksha coolies. They were paraded before Mr. F. A. Hazeland, at the Police Court this morning, charged with the offence. The twoingleaders were fined \$5 each and the remainder paid \$3 apiece.

THE following details arrived from North China per s.s. *Lianghow* on the 20th instant:—One native officer, 10 N. C. O's and men. 1 follower. 47th Sikhs: Seven N. C. O's and men. 129th Baluchis: One man. Supply and Transport Corps: Twenty followers. Military Works: One supervisor, one follower. Army Hospital Corps: One follower. India Postal Department: One postmaster. Indian Sub-Medical Department: One hospital assistant.

JOHN Downie, a well known character in Hongkong, and an old resident in the House of Detention, failed to return to the House on Saturday night. A detective was despatched to look for Downie and found him looking more important than he really was in Connaught Road Central, yesterday evening. He was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of failing to return to the House of Detention for two nights. "That's all right," said Downie, when asked to plead to the charge. His Worship did not think it was "all right" and sent Downie to do hard work for one week.

OWING to the absence of the complainant in the case, Edward Jay, of the s.s. *Empress of China*, Pin Ping, a filer, of No. 7, Stanley Street, who was charged with assault, had to be discharged at the Police Court this morning. Jay gave the native in charge yesterday afternoon. He informed Inspector Warcock that while leaving a restaurant in Queen's Road Central on Sunday night he lost his foothold while coming down the staircase. He rolled down the staircase and landed violently on the side-walk, coming into collision with some Chinese passers-by. This so frightened the natives, that notwithstanding the apologies made to them, the native who was most hurt (deceased) in the collision, squared off and laid drive at complainant's head. The other coolies joined in, and according to Jay, he was mauled. When the case was called there were no signs of Jay and the case was dismissed.A CHINAMAN, who later gave his name as Ho Hon, an accountant on board the steamer *Hankow*, was arraigned before Mr. F. A. Hazeland, at the Police Court to-day, on a charge of being noisy and disorderly and using obscene language on board electric tramcar No. 26, at Wai-chai, yesterday afternoon. A tramcar inspector said that accused, who was intoxicated, and who spoke a few words of English, boarded a car at East Point at about three o'clock yesterday and when asked to pay his fare he became disorderly. He waved his stick over the heads of other passengers and his general behaviour annoyed others. "He ought to consider himself a lucky man that he is not a patient in hospital now," said another officer, "for I was just got there in time to save him from being flung off the car by other passengers." Accused in his own defence said that the conductor did not want him to travel on the car, saying that he was drunk. A fine of \$5 was imposed.

TRULY some people have hard luck. On Saturday last three police-officers went out on a shooting expedition into the New Territory. They returned on Sunday evening, having bagged a few birds. They were so pleased with themselves over the luck that had attended their trip that they called in at an outdoor station to tell their chums of what they had done during their absence from Hongkong. When they got home the birds were handed over to the cook, and the "sports" went to bed that night, dreaming of the breakfast that was to be theirs in the morn. Little did they know they were doomed to disappointment. While the three "sports" were in bed, with their tongues hanging out, longing for a taste of the pie that they had told the cook to prepare for them for breakfast, one of their chums from the outdoor station, to whom the "sports" had related the hair-raising story of how they had secured the birds, crept noiselessly into the kitchen, awoke the cook, and asked for the birds. The cook, half-asleep, handed them over. Next morning—it is needless to say what occurred, simply that the cook has been asked for his resignation. One of the disappointed "sports," who had his suspicions aroused as to who the thief was, wrote a letter this morning to him in which he said he would be contented if the brace-stick would be returned.

HONGKONG'S RIVAL.

WHAMPOA AS A PORT OF TRADE.

COMPLETION OF RAILWAY TO BE HASTENED.

[From Our Own Correspondent.]

Canton, 20th October.

On the recommendation of H. E. the Viceroy of Kwangtung and Mr. Chang Pat Sze, the ex-minister of railway and mining, the Throne has issued a decree sanctioning the opening of Whampoa as a port of trade. But owing to Mr. Chang now being busily engaged in preparing for the construction of the railway from Canton to that place, this question of the opening of Whampoa as a port will not be discussed until upon the completion of the line.

Viceroy Shum having taken the responsibility of the building of the Canton-Whampoa Railway has ordered Mr. Chang to hurry on with the preparation of the construction of this line. As Chang is a very able and reliable official, it is anticipated that he will proceed with the undertaking without unnecessary delay.

CANTON DAY BY DAY.

A despatch has been received by the Viceroy from the Shanghai (Board of Commerce), requiring him to furnish the Board with the quarterly statement of opium consumed in the province of Kwangtung.

Yesterday, the Canton-Hankow Railway Co. received a letter from shareholders of the company, residing at Tuenghing, in the province of Yunnan, stating that, as they were living so far away from Canton, they have no knowledge of what is going on here in railway matters. They requested to be furnished with information as regards the day of collection of the second instalment of the subscription, the situation of the company's affairs, etc., the names of the president and other officials and the day of the commencement of the railway construction.

PREVENTING A RICE FAMINE.

Owing to the lack of rain this year the rice crop in the province of Kwangsi has been very meagre, with the result that prices have mounted rapidly and there was some fear that a famine might ensue unless the Government came to the rescue. Viceroy Shum has now wired to the authorities in Kwangsi that he is considering the advisability of shipping rice to the province so that the people may not suffer, the rice to be sold at cost price. Yesterday a telegram and others in Kwangsi communicated to the Viceroy that they had remitted the sum of 40,000 taels to the Sin Hoi Kook for the purchase of rice which it is intended to dispose of to the people at the lowest price. The Viceroy has accordingly instructed the Customs and *Kin* authorities that the shipment in question will be made free of duty and he has asked them to grant a clearance as soon as possible.

CANTON-HANKOW RAILWAY.

DIRECTORS APPOINTED.

[From Our Correspondent.]

Canton, 20th October.

Up to the present five directors have been appointed for the Wunam section of the Canton-Hankow Railway. Yuen Shi Fan has been appointed travelling director-general, Yu Shiu Hong to be resident director-general, Cheung Joo Tung vice-resident director-general, Wong Siu Hui, inspecting director-general, and Hung Hui Kow is to be the managing director-general. It is stated that the appointments of Mr. Cheung to be vice-resident director-general, and Mr. Wong to be inspecting director-general, have given great dissatisfaction to the shareholders of the company, who have memorialized H. E. Chang, Chief Tung, Viceroy of Liang Wu, on the subject, who, it is said, has taken the matter under consideration.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores in the pool competition at 200 yards held at the King's Park Range on Saturday and Sunday, the 20th and 21st October:—

A. Jenkins	65 + 4 = 69
L. Bird	57 + 10 = 67
W. Chubb	47 + 20 = 67
C. C. Cow	66 scr. = 66
C. Peter	60 + 4 = 64
H. W. Bird	50 + 14 = 64
A. G. Newington	48 + 16 = 64
P. P. J. Woodhouse	50 + 6 = 56
E. W. Terry	48 + 14 = 62
G. Wakeman	55 + 6 = 61
D. Willis	49 + 12 = 61
E. J. Gifford	45 + 16 = 61
A. W. J. Watt	62 scr. = 60
R. M. Ezekiel	51 + 8 = 59
Dr. W. A. B. Moore	43 + 16 = 59
W. H. F. Davis	44 + 14 = 58
W. Joyce	51 + 6 = 57
H. T. Richardson	49 + 8 = 57
W. H. Donald	43 + 14 = 57
Sir Francis Pigott	41 + 16 = 57
W. G. Stackwood	51 + 4 = 55
A. Rotherham	54 scr. = 54
T. P. Cochran	44 + 10 = 54
D. Evan Jones	52 + 10 = 53
J. Hutchings	33 + 20 = 53
A. Blouey	37 + 14 = 51
J. McCubbin	36 + 14 = 50
A. Gibson	36 + 12 = 48
W. Goodfellow	33 + 14 = 47
L. Plummer	31 + 16 = 47

At a meeting of those interested in the International Walking competition at Shanghai, held on 18th inst., at the residence of Mr. Speelman, it was proposed that the competition should take place on Sunday, November 25, and that the one walked over last year. Mr. Speelman acted as chairman and treasurer, whilst the other members of the committee are: Messrs. C. R. Bennett, W. Brand, S. H. Shorrock, K. J. McCuen, G. Lanning, Dr. Fresson, Dr. G. Hawell, R. Heidorn, J. Nolasco, W. J. Turnbull, E. M. Berthel, L. M. Boylston, Dr. H. E. Keylock, and F. J. Burrett. Mr. W. J. Turnbull will act as Secretary.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIAN CONCESSION.

JAPANESE IN MANCHURIA.

OFFICERS IN UNIFORM TO BE ADMITTED.

[From Our Own Correspondent.]

Shanghai, 22nd October, 1.30 p.m.

The Russian Government has sent instructions to the authorities in Northern Manchuria to withdraw the prohibition against the admission of Japanese officers in uniform to the territory recently thrown open to Japanese merchants.

THE TRANSFER OF NEW-CHWANG.

CHINA ADOPTS JAPAN'S PROPOSALS.

DATE OF TRANSFERENCE ALTERED.

[From Our Own Correspondent.]

Shanghai, 22nd October, 1.30 p.m.

The Chinese Government has agreed to consent to the Japanese terms relating to the transfer of Newchwang to the Chinese.

The date of the transference, however, has been changed to the 31st of December.

KIDNAPPING A GIRL.

PRISONER SENT TO GAOL.

After being confined in gaol for about five weeks pending a settlement of negotiations between the Hongkong and Canton Governments, the case against a man named Lum U, who was charged with kidnapping, came to a conclusion at the Police Court this afternoon, before Mr. H. H. J. Gompertz.

Inspector Collett, of No. 7 Police Station, conducted the case on behalf of the police, and Mr. H. J. Gardiner, of Mr. O. D. Thomson's office, represented the defendant.

The kidnapping occurred on or about the 12th or 13th June last. The girl who was kidnapped was named Wong Yung Mui, and is about twenty years of age. She lives at No. 35, Belcher's Street, West Point. The defendant, who was known to the girl for some time prior to the kidnapping, suggested to her that she should do well to go with him to visit his relatives. The girl consented, but instead of going where he suggested he took the girl to Canton and from there to the Chan Chuen village, where he sold her to the keeper of a house of ill-fame for 480 taels. He then returned to Hongkong. In the meantime, the girl was most cruelly treated by her new mistress; in fact her life was a misery, and it was alleged she thought of suicide on many occasions. One day when she was greatly depressed, she said, a man called on her mistress, and it is he who she has to thank for being in British territory to-day. She related to him her story in a quiet spot and begged him to help her. That he did so is a fact, for some time later the kidnapped girl's family received a letter from the man telling them where the girl could be located, and telling who was the cause of her being there. A member of the family met the defendant in the street at West Point soon after the receipt of the letter and gave him in charge. Inspector Collett, who had charge of the case, made his report to the Governor, and negotiations were opened between this Government and the Chinese Government, which resulted in the girl returning to the Colony yesterday.

She gave evidence before the Court this afternoon, after which his Worship passed sentence of six months' hard labour, the five weeks accused had already served in gaol pending the conclusion of the case not to count.

PROPERTY SALE.

This afternoon acting under instructions from Messrs. Johnson, Stokes and Master, solicitors, for the mortgagees, Mr. Bert Lammett, of Mr. Geo. P. Lammett's office, auctioneer, put up for sale the piece of land, containing 33,400 square feet, and registered in the Land Office as Inland Lot No. 1,300, together with all the buildings thereon. The premises are held for a term of 999 years from 31st June, 1892, and are subject to an annual Crown rent of \$56. Competition was fairly keen, but when a bid of \$17,800 was called that closed the proceedings for no one venturing to go a point higher, it was declared sold at that figure, Mr. Pow Chee being the purchaser.

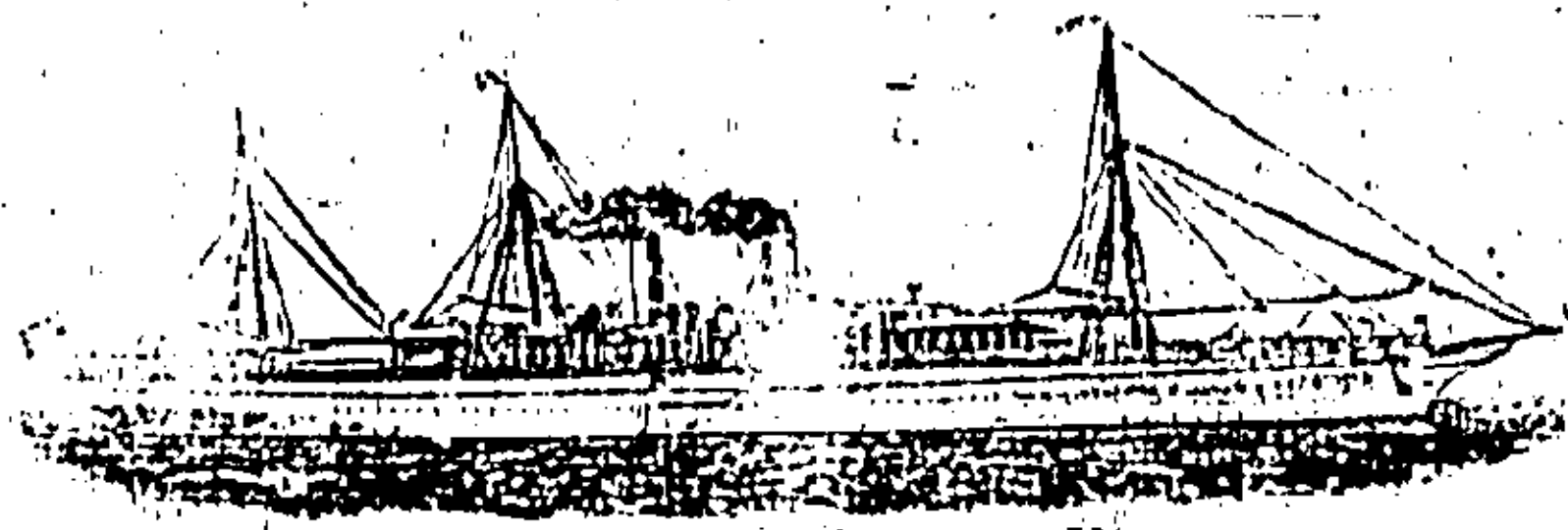
SHIPPING AND MAILS.

MAILS DUE.

German (Room) 23rd inst.
German (Prins Ludwig) 23rd inst., 6 a.m.
Indian (Kumsang) 27th inst.The Norwegian s.s. *Prospere* has left Moji for Canton and is due to arrive there on 27th inst.
The M. M. Co.'s s.s. *Tonkin* will leave Singapore via Saigon for this port to-day at 4 p.m.
The I. C. S. N. Co.'s s.s. *Kumintang* from Calcutta and the Straits left Singapore for this port on 21st inst., at 6 a.m.
The N. Y. K. s.s. *Awamori* European Line left Kobe for this port via Moji on 20th inst., and is expected here on 23rd inst.
The Imperial German Mail s.s. *Prins Lud.* left Shanghai on 20th inst., at 11 a.m., and may be expected here on 23rd inst., at 6 a.m.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF CHINA" 6,000	THURSDAY, October 25.....November 12
"EMPERESS OF INDIA" 6,000	THURSDAY, November 22.....December 10
"ATHENIAN" 3,882	WEDNESDAY, November 28.....December 22
"EMPERESS OF JAPAN" 6,000	THURSDAY, December 20.....January 7
"MONTEAGLE" 6,163	WEDNESDAY, December 26.....January 19
"TARTAR" 4,425	

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 214 days, from YOKOHAMA, and 291 days from HONGKONG.

Hongkong to London, 1st Class.....old St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate.....£40.
Steamers, and 1st Class on Railways.....£42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers are booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials, in the Service of China and Japan governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.
Hongkong, 20th October, 1906. (13)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILING: FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	HANGSANG	TUESDAY, 23rd October, Noon.
TIENSIN VIA SWATOW & CHEFOO	CHIPSING	THURSDAY, 25th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 27th October, 3 P.M.
YUNNAN	YUNNAN	SATURDAY, 27th October, 4 P.M.
MANILA	CHOYSANG	SUNDAY, 28th October, Daylight.
SHANGHAI	CHOYSANG	SUNDAY, 28th October, Daylight.

Taking Cargo on through Bill of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 22nd October, 1906. (6)

CHINA NAVIGATION CO., LIMITED.

Steamship	To SAIL
MANILA	"TEAN" 23rd October.
SHANGHAI AND CHINKIANG	"HANGCHOW" 25th "
CHEFOO, NEWCHWANG AND TIENSIN	"LIANGHOU" 25th "
SHANGHAI	"YOOHOU" 27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" 12th November.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued tables. A duly qualified Surgeon is on board.
Taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 22nd October, 1906. (9)

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
RUBI	1540	R. Almond		SATURDAY, 3rd Nov., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 20th October, 1906. (14)

HONGKONG NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 16th October, 1906. (8)

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	" Jaeger	2nd December.
SILESIA	" Bahle	2nd January.
SCANDIA	" v. Doshren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	Capt. Filler	2nd November.
RHENANIA	" v. Hoff	14th December.
HOHENSTAUFEN	" Jaeger	11th January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Doshren	22nd March.
HABSBURG	" Filler	5th April.
RHENANIA	" v. Hoff	17th May.
HOHENSTAUFEN	" Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR KOBE & YOKOHAMA.....SEGAVIA.....24th October.
FOR SHANGHAI & CHINKIANG.....LYDIA.....25th Oct., 4 P.M.
FOR SHANGHAI, KOBE & YOKOHAMA.....RHENANIA.....1st November.
FOR SHANGHAI, KOBE & YOKOHAMA.....ANDALUSIA.....13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE AND HAMBURG	HABSBURG	2nd Nov.
FOR ANTWERP AND HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE AND HAMBURG	SEGAVIA	20th Nov.
FOR HAVRE AND HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.

Hongkong, 22nd October, 1906. (654)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."
Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd October, 1906. (639)

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"YEDDO."
Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 3rd October, 1906. (975)

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"
will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"
on or about the 20th November.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 16th October, 1906. (1011)

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient Inducement.

THE Steamship

"KASATO MARU," 6,000 tons.
Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 4th October, 1906. (848)

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper, and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXTRACTS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

FIGHTING CONSUMPTION.

PERFECTLY CURED IN A BACKGARDEN SANATORIUM.

From time to time the *Leader* has announced the opening of new sanatoria for the open-air treatment of consumption; and the announcements have always been followed by the inquiries of correspondents, many of them in poor circumstances, anxious to learn how admission may be obtained. Unfortunately, in every case, either the cost of a cure at such an institution is prohibitive, or the accommodation is limited.

NO VIRTUE IN THE BUILDING.

But it has often been explained by heterodox physicians that it is absurd to spend a fortune on a huge and elaborate building for "open-air" treatment. It gives consumptives the idea there is some virtue in the building, and they must get admission or die when the fact is, the cure is all outside the building, and obtainable by anybody with the determination to make the use of it.

An incident occurred during the erection of the last big sanatorium, when for a year a consumptive mason, who worked on the premises, lived and slept in a tent with its flap open to all weathers, and was cured before the sanatorium opened.

Now the *Leader* is able to report a similar case of self-treatment of a form of consumption which is almost invariably fatal, and in this instance also the cure was complete.

Mr. Smith explained to a *Leader* representative his experience, his sanatorium being in a back garden at Kettering.

FORM OF THE STRUCTURE.

Four years ago, when 13 years of age, Mr. Smith caught a chill, which developed into pulmonary tuberculosis.

The usual sanatorium being out of the question, a private one was built in the small garden.

It is a "summer-house," about 9 ft. square, built of matchboarding, and its roof covered with felt. It is, of course, rainproof. Of three sides the windows form quite half the walls—there are, in fact, 12 windows, and six (the two end windows in each wall) open.

LIFE IN THE SUMMER-HOUSE.

With the exception of the couch, a chair, and a table, there was no furniture. The cost of the whole was about £14.

There young Smith remained all day—he went into it first on a foggy November day, the windows being opened then, and kept open till he was pronounced cured—but he left it to sleep indoors at night.

In three months the patient got the whip-hand of the disease, and began to gain in weight.

TREASURE ISLAND.

PR BABLE OBJECTIVE OF THE "XEMA."

The cruise of the treasure ship *Xema* still continues to be as vague as that of the *Flying Dutchman*, and its final destination should form the subject of a prize competition.

The latest guess came from Mr. E. De Pass, who suggested that Dimond Island was in reality Seal Island, which is one of the group of Guano Islands, which lie off the south-west coast of Africa.

When the name of Seal Island was put before Mr. E. Kenyon-Cooke, the manager of the syndicate, he would neither confirm nor deny that it was the long looked-for El Dorado.

SOMETHING MORE DEFINITE.

Yesterday, however, a *Morning Leader* representative ran across an old sea captain who had something a little more definite to say about Seal Island.

He was Capt. Norman, who, fifteen years ago, was in command of a barque which used to touch at Seal Island for the guano there. Capt. Norman, who was then in the employ of the De Passes, places no faith in the suggestion that the island is the one the *Xema* is making for.

"It is a fair-sized island," said the captain, and terribly difficult to approach in dirty weather. Its main shore is a sandy desert, and all the time I was in its neighbourhood, and even when I was on the island itself, I neither saw any indication of treasure, nor even heard any rumour of it.

TERRIBLY DANGEROUS COAST.

"It is a terribly dangerous coast, and when it blows 'heaven's hard' it would be certain destruction to try and approach it. Any boat endeavouring to land there would have to wait and watch its opportunity. We used to leave it alone for two and three years, and the last time I was there, in 1892, I cleared all the guano off."

The one hint of treasure the captain had came from the man who was then in charge of Procession Island. One day, after he had been talking to Capt. Norman about the most ordinary subject, cabbages and kings, etc., he suddenly became very mysterious, and said he had something to show the captain.

A MYSTERIOUS BOTTLE.

He disappeared for a little while, and then came back with an ordinary glass fruit bottle in his hands, which he jealously guarded.

He would not allow the captain to take the cork out, but through the sides the captain could see that it was filled with curious-looking stones, or crystals.

"They looked," said Capt. Norman, "like pieces of smooth, frozen glass, and some had a reddish appearance. I could not tell him whether they were of any value without examining them 'more closely,' and the man said he was taking them to Cape Town on the first opportunity, to get an expert's verdict."

He was quite frank about the whereabouts of the particular island on which he had picked them up; and before we parted he volunteered the name of the island in confidence.

It so happened that that turned out to be the captain's last voyage, and he never saw the man again. So he is unable to say whether the man is now a rollicking creature, or just a disappointed human like the rest of us.

The captain, however, still keeps the secret of the name of the island, and would only tell the *Leader* representative that it was much further south than Seal Island.

The captain's opinion is that Seal Island is too far off the beaten track of stray diamonds. One theory of his is that the diamond studied (more or less) banks of the Oranget river would, in the course of centuries, be gradually washed away when the river was in spate, and that the water, finding an outlet in the sea, would be caught by the current, which runs at the rate of ten knots to twelve thereabouts, and which would carry any deposit in the direction of such islands as: Sinclair, Pomona, Halifax, Albatross rocks, etc.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	230 P.M.
Do. demand	230 P.M.
Do. 4 months' sight	230 P.M.
France-Bank T.T.	230 P.M.
Germany-Bank T.T.	230 P.M.
India T.T.	230 P.M.
Do. demand	230 P.M.
Shanghai-Bank T.T.	230 P.M.
Singapore-Bank T.T.	230 P.M.
Japan-Bank T.T.	230 P.M.
Java-Bank T.T.	230 P.M.
Buying.	
4 months' sight L/C.	230 P.M.
6 months' sight L/C.	230 P.M.
30 days' sight San Francisco & New York.	230 P.M.
4 months' sight do.	230 P.M.
30 days' sight Sydney and Melbourne.	230 P.M.
4 months' sight do.	230 P.M.
6 months' sight do.	230 P.M.
4 months' sight Germany.	230 P.M.
Bar Silver.	230 P.M.
Bank of England rate.	230 P.M.
Sovereign.	230 P.M.

Shipping.

Arrivals.

Empress of India, Br. s.s., 3,012, F. Beetham, R.M.R., 21st Oct., Vancouver, (R.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.	
Amigo, Ger. s.s., 771, N. Baltzer, 20th Oct., Tourane 16th Oct., Gen.—J. M. & Co.	
Chip Shing, Br. s.s., 1,159, G. S. Weigall, 21st Oct., Chefoo 15th Oct., Gen.—J. M. & Co.	
Haiching, Br. s.s., 1,267, A. E. Hodgins, 21st Oct., Poonchow 19th Oct., and Amoy 20th Oct., Gen.—D. L. & Co.	
Yachow, Br. s.s., 1,376, J. H. Brown, 21st Oct., Shanghai 18th Oct., Gen.—B. & S.	
Hongkong, Fr. s.s., 721, F. Correll, 21st Oct., Hoihow 20th Oct., Gen.—A. R. M.	
Meefoo, Ch. s.s., 1,138, J. McArthur, 21st Oct., Shanghai 18th Oct., Gen.—C. M. S. N. Co.	
Hailan, Fr. s.s., 1,177, L. Andersen, 21st Oct., Poonchow 19th Oct., Gen.—A. R. M.	
Victoria, Swed. s.s., 989, J. A. Hellberg, 21st Oct., Poonchow 19th Oct., and Amoy 20th Oct., Gen.—A. R. M.	
Cyrus, Br. s.s., 2,174, J. N. Knox, 21st Oct., Calcutta 21st Oct., Gen.—M. & Co.	
Hangang, Br. s.s., 1,156, S. Wilda, 21st Oct., Canton 20th Oct., Gen.—M. & Co.	
Hermann Menzell, Ger. s.s., 1,015, Ballast, 22nd Oct., Nagasaki 15th Oct., Ballast—E. A. T. Co.	
Marie, Ger. s.s., 1,160, J. Petersen, 22nd Oct., Swatow 21st Oct., Ballast—J. & Co.	
Willehad, Ger. s.s., 1,012, Ph. Obenauer, 22nd Oct., Sydney 1st Oct., Gen.—M. & Co.	
Hue, Fr. s.s., 745, J. Penier, 22nd Oct., Haiphong 21st Oct., Hoihow and Kwongchow 21st Oct., Gen.—A. R. M.	

Clearances at the Harbour Office.

Meefoo, for Canton.	
Sandokan, for Manila.	
Chen Po, for Macao.	
Wah, for Kibao.	
Yachow, for Canton.	
Chip Shing, for Canton.	
Tatou Maru, for Kobe.	
Kiukiang, for Shanghai.	
Amigo, for Canton.	

Departures.

Carl Diederichsen, for Hoihow.	
John Maru, for Swatow.	
Silhoula, for Shanghai.	
Shantung, for Chibon.	
Liangchow, for Canton.	
Paoting, for Canton.	
Michael Jettin, for Canton.	
Panther, Aust. gunboat, for Singapore.	
Flora, Br. cruiser, for Practice.	
Diara, Br. cruiser, for Practice.	
Maekoo, for Kibao.	
Peria, for Manila.	
Meefoo, for Canton.	
Kiukiang, for Shanghai.	
Chip Shing, for Canton.	

Passengers arrived.

Per <i>Chipping</i> , from Chefoo—Mr. Vinet.	
Per <i>Hongkong</i> , from Hoihow—Mr. Summers.	
Per <i>Haiching</i> , from Coast Ports—Messrs. D. Kiemur, W. Saravi, M. Tanaker, R. Hasegawa, T. Maives, and 183 Chinese.	
Per <i>Empress of India</i> , from Vancouver—Miss Peacey, Messrs. A. Findlay Smith, L. L. Bateman, Messrs. C. Holman (2), Messrs. Campbell and A. J. Williams, From Yokohama—Mr. F. G. Stevens, From Kobe—Mr. and Mrs. A. Johnston, Mr. W. H. Wickham, Miss M. A. Pratt, Messrs. C. H. Muten and F. F. Ughart, From Shanghai—Mr. and Mrs. L. Hing and son, Mr. and Mrs. Chuck Shan, Mrs. and Miss Holland, Mr. and Mrs. E. Pollock, Messrs. A. Knapp, J. A. Moller and 664 Chinese.	
Per <i>Hue</i> , from Haiphong, &c.—Mr. Lic (Commissioner of Customs).	
Per <i>Willehad</i> , from Sydney—Consul-General and Mrs. Burt, From Brisbane—Mr. M. Weber, From New Guinea—Messrs. O. Stettin, H. Krumpel, G. Schubert and Schmidt, From Manila—B. Doelle, Mrs. Smith, Messrs. D. Storch, C. Duse, S. Simpa, F. Colley, Dr. and Mrs. W. Card, and Capt. Paolo Sesto.	

Shipping Returns.
Str. *Meefoo* from Shanghai—Strong NE. monsoon and high sea throughout.
Str. *Hermann Menzell* from Nagasaki—Very strong NE. monsoon, rough sea.
Str. *Haiching* from Fochow, &c.—There to Breaker Point strong NE. wind, and from thence to port NW. wind and fine weather throughout.
Str. *Hongkong* from Haiphong, &c.—There to St. John Island moderate NE. breeze and fine weather, from thence to port strong N. wind, nasty sea, fine.
Str. *Chipping* from Chefoo—There to Lulu Island light wind and fine, thence to Pe Shan Island strong NW. wind and rough sea, thence to Lamooka strong NE. monsoon, amounting to moderate gale, with high sea in Fomosa Channel, thence to port light to strong winds and moderate sea; weather fine and clear throughout.

Vessels in Port.

STEAMERS.

America Maru, Jap. s.s., 3,460, Philip Gaing, 15th Oct., San Francisco 14th Sept., and Shanghai 11th Oct., Mails and Gen.—T. K. K.
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct., Sandakan 13th Oct., Timber—M. & Co.
Catherine, Apar. Br. s.s., 1,730, W. D. A. Thomas, 10th Oct., Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. & Co., Ltd.
Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July—Mauritius 20th June, Sugar—Wing Sing & Co.
Empress of China, Br. s.s., 3,039, R. Archibald, R.M.R., 23rd Sept.—Vancouver, B.C., 4th Sept. and Shanghai 20th, Mails and Gen.—C. P. R. Co.
Indrawadi, Br. s.s., 3,169, R. N. Hill, 17th Oct., New York 22nd Aug., Gen.—J. M. & Co.
Lisa, Swed. s.s., 998, H. Hornblad, 17th Oct., Probolinggo (Java) 2nd Oct., Sugar—S. W. Co.
Loyal, Ger. s.s., 1,237, F. Natzius, 12th Oct., Bangkok 4th Oct., Rice—S. W. & Co.
Mausang, Br. s.s., 1,644, R. Houghton, 20th Oct., Sandakan 14th Oct., Timber and Gen.—J. M. & Co.
Merapi, Dut. s.s., 1,592, E. M. Uldal, 10th Oct., Singapore 1st Oct., Sugar—Tung Thy Loong.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.—Vancouver 20th Aug. and Haiphong 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.
Nam Sing, Br. s.s., 2,591, P. H. Rolfe, 15th Oct., Calcutta 31st Sept., via Penang and Singapore 9th Oct., Gen.—J. M. & Co.
Nan-han, Br. s.s., 1,299, A. Jones, 19th Oct., Canton 18th Oct., Gen.—B. & Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June, Manila 16th June, Ballast.—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast.—Barretto & Co.
Orel, Br. s.s., 2,206, G. Maddrell, 11th Oct., Moji 5th Oct., Coal—B. & Co.
Petrach, Ger. s.s., 1,752, R. Hajje, 12th June, Saigon 7th June, Gen.—S. W. & Co.
Rajaburi, Ger. s.s., 1,189, O. Koch, 14th Oct., Bangkok via Swatow 13th Oct. Rice and Wood.—B. & S.
Rajah, Ger. s.s., 1,235, C. Wolff, 16th Oct., Bangkok 5th Oct., Rice.—B. & S.
Samsen, Ger. s.s., 995, F. Rehwaldt, 12th Oct., Bangkok 5th Oct., Gen.—B. & S.
Sandakan, Ger. s.s., 1,014, Wending, 19th Oct., Singapore and Hoihow 17th Oct., Gen.—B. & S.
Sarsagan, Am. s.s., 428, Vitterin, 7th Sept., Manila 4th Sept., Ballast.—Order.
Segovia, Ger. s.s., 5,872, Schönbeldt, 18th Oct., Singapore 12th Oct., Gen.—J. A. L.
Shawmut, Am. s.s., 9,066, E. V. Roberts, 17th Oct., Manila 15th Oct., Gen.—D. & Co., Ltd.
Siberia, Am. s.s., 5,655, A. Zeeder, 19th Oct., San Francisco 21st Sept. and Shanghai 16th Oct., Mails and Gen.—P. M. S. S. Co.
Taiwan, Br. s.s., 1,040, J. A. Martin, 15th Oct., Saigon 9th Oct., Gen.—Wing Sing.
Teau, Br. s.s., 1,346, Sommerville, 19th Oct., Manila 16th Oct., Gen.—B. & S.
Tijobas, Dut. s.s., 2,959, P. Zwart, 16th Oct., Java via Macassar 8th Oct., Gen.—J. C. J. L.
Yruca, Am. s.s., 467, H. Nelson, 16th Oct., Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Edith, Br. s.s., 1,346, Sommerville, 19th Oct., Manila 16th Oct., Gen.—B. & S.
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Shipping Returns.

Eclipse, Br. bk., 968, J. McBryde, 2nd Oct., Canton 1st Oct., Ballast—S. O. Co.	
Esakoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct., Manila 13th Sept., Ballast—Order.	
I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug., Manila 15th Aug., Ballast—A. K. & Co.	
Prince George, Nor. bk., 472, A. R. Anderson, 18th Oct., Manila 20th Sept., Old Iron—Order.	
S. P. Heitchcock, Am. ship, 2,885, S. L. Zentz, 1st Sept., Manila 20th Aug., Ballast—A. K. & Co.	

Steamers Expected.

Vessels	From	Agents	Due
Room	Singapore	M. & Co.	Oct. 23
Prinz Ludwig	Shanghai	M. & Co.	Oct. 23
Halander	Singapore	G. L. & Co.	Oct. 23
Ceylon Maru	Singapore	N. Y. K.	Oct. 24
Sumatra	Singapore	P. & O.	Oct. 24
Kumang	Singapore	J. M. & Co.	Oct. 27
China	Japan	P. M. Co.	Oct. 28
Awa Maru	Moji	N. Y. K.	Oct. 29
Tonkin	Singapore	M. & Co.	Oct. 30
Euatien	Yokohama	G. L. & Co.	Nov. 2
Arabia	London	P. & A. Co.	Nov. 2
Athenian	Vancouver	C. P. R. Co.	Nov. 15

Ships Passed the Canal.

28th September— <i>Caledonia</i> , <i>Idomeneus</i> , <i>Achilles</i> , <i>Sunda</i> , 2nd October— <i>Glentworth</i> , <i>Armand Behle</i> , <i>Denmark</i> , <i>Don of Kelly</i> , <i>Memnon</i> , 6th October— <i>C. Ferd</i> , <i>Latia</i> , <i>Erzherzog Franz Ferdinand</i> , <i>Polyphemus</i> , <i>Prometheus</i> , <i>Tonkin</i> , <i>Hakata Maru</i> , <i>Kamakura Maru</i> , 9th October— <i>Formosa</i> , <i>Sachsen</i> , <i>Myrmidon</i> , 10th October— <i>Albatross</i> , <i>Hyion</i> , <i>Java</i> , <i>Polyphemus</i> , <i>Silesia</i> (Ger.), <i>Rhinoceros</i> , 16th October— <i>Benlamond</i> , <i>Benarick</i> , <i>Diomed</i> , <i>Pakowar</i> , <i>Saxonia</i> , <i>Albano</i> , <i>Reinold</i> , <i>Cardigan</i> , 20th October— <i>Andalusia</i> , <i>Ernst Simon</i> , <i>Prinz Heinrich</i> , <i>Oceana</i> , <i>Sado Maru</i> , <i>Atholl</i> , <i>Iyo Maru</i> .			
Arrivals at Home—15th September— <i>Ambria</i> , <i>Nordkap</i> , 28th September— <i>China</i> , 1st October— <i>Nubia</i> , 2nd October— <i>Wakasa Maru</i> , <i>Prinz Eitel Friedrich</i> , <i>Albatross</i> , 6th October— <i>Albatross</i> , <i>Hyion</i> , <i>Java</i> , <i>Polyphemus</i> , 10th October— <i>Achilles</i> , <i>Hakata Maru</i> , 15th October— <i>Sunda</i> , 16th October— <i>Glentworth</i> , <i>Silesia</i> , <i>Sachsen</i> , 20th October— <i>Polyphemus</i> , <i>Schuykill</i> .			

HONGKONG AND WHARF DOCKS.	at Kowloon Dock.
Vigilante	"
Monteagle	"
Katsan	"
Kinsan	"
Empress of China	"
Sorsogon	"
Francisque	"
Johanne	"
Charles Hardouin	"
Chowitai	"
Devaungwe	"
Hygeia	"
Meagan	"
L. F. Chapman	"
Signal	"
Chinkai Maru	"

SHANGHAI DOCK.	16th October.
Chang	International Dock.
Sutai	Old "

CHINA COAST METEOROLOGICAL REPORT.	October 20th, 1906, a.m.
Bar. Th. Hu. Wind W.	

Vladivostok	7 a.m.	30.01	—	SW	4	—
Nemuro	6 a.m.	30.09	—	NW	2	—
Hakodate	6 a.m.	30.18	—	NW	4	—
Tokio	6 a.m.	30.19	—	W	2	—
Kochi	6 a.m.	30.19	—	NE	2	—
Nagasaki	6 a.m.	30.19	—	NE	2	—
Kagoshima	6 a.m.	30.19	—	NE	2	—
Oshima	6 a.m.	30.01	—	N	4	—
Naha	6 a.m.	29.77	—	NE	8	—
Shikoku	6 a.m.	29.88	—	—	—	—
Wakayama	6 a.m.	30.29	59	W	1	b
Hankow	6 a.m.	30.24	66	NE	2	c
Shanghai	6 a.m.	30.20	63	NE	3	by
Guizhou	6 a.m.	30.00	68	NE	4	c
Amoy	6 a.m.	29.95	64	NE	1	c
Swatow	6 a.m.	29.95	64	NE	1	c
Taihou	6 a.m.	29.95	64	NE	1	c
Taipei	6 a.m.	29.95	64	NE	1	c
Tainan	6 a.m.	29.95	64	NE	1	c
Koshun	6 a.m.	29.95	64	NE	1	c
Pescadore	6 a.m.	29.95	64	NE	1	c
Canton	6 a.m.	30.08	70	44	N	1
Hankow	6 a.m.	30.01	75	30	NNE	1
Victoria Peak	6 a.m.	30.01	75	30	N	4
Cap Rock	6 a.m.	30.01	75	30	N	1
Macao	6 a.m.	30.08	76	—	N	1
Hoihow	6 a.m.	30.08	76	—	N	1
Pakhoi	6 a.m.	30.08	76	—	N	1
Phu Lien	6 a.m.	30.08	76	—	N	1
Tourane	6 a.m.	30.08	76	—	N	1
C. St. James	6 a.m.	30.08	76	—	N	1
Apari	6 a.m.	30.08	76	—	N	1
Manila	6 a.m.	29.73	81	71	WSW	1
Legaspi	6 a.m.	29.73	81	71	WSW	1
Bacolod	6 a.m.	29.73	81	71	WSW	1
Cebu	6 a.m.	29.73	81	71	WSW	1
Labuan	6 a.m.	29.73	81	71	WSW	1

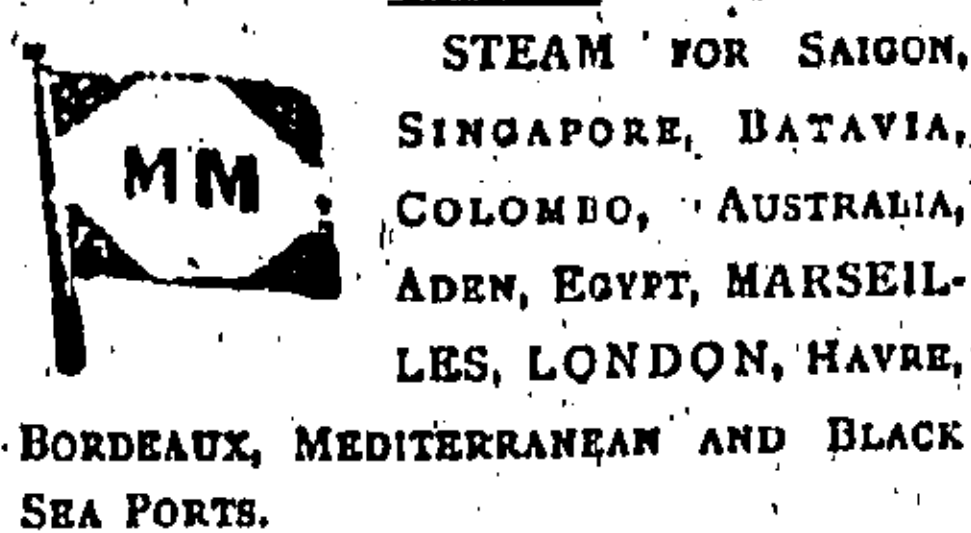
October 22nd, 1906, A.M.						
Vladivostok	7 a.m.	30.16	—	NE	2	—
Nemuro	6 a.m.	30.17	—	—	—	—
Hakodate	6 a.m.	30.17	—	NW	0	—
Tokio	6 a.m.	30.17	—	—	—	—
Kochi	6 a.m.	30.17	—	NE	4	—
Nagasaki	6 a.m.	30.17	—	NE	4	—
Kagoshima	6 a.m.	30.17	—	SE	8	—
Oshima	6 a.m.	30.17	—	SE	8	—
Naha	6 a.m.	30.17	—	W	10	—
Shikoku	6 a.m.	30.17	—	—	—	—
Wakayama	6 a.m.	30.17	—	—	—	—
Hankow	6 a.m.	30.17	—	—	—	—
Shanghai	6 a.m.	30.17	—	—	—	—
Guizhou	6 a.m.	30.17	—	—	—	—
Amoy	6 a.m.	30.17	—	—	—	—
Swatow	6 a.m.	30.17	—	—	—	—
Taihou	6 a.m.	30.17	—	—	—	—
Taipei	6 a.m.	30.17	—	—	—	—
Tainan	6 a.m.	30.17	—	—	—	—
Koshun	6 a.m.	30.17	—	—	—	—
Pescadores	6 a.m.	30.17	—	—	—	—
Canton	6 a.m.	30.17	—	—	—	—
Hongkong	6 a.m.	30.17	—	—	—	—
Victoria Peak	6 a.m.	30.17	—	—	—	—
Gap Rock	6 a.m.	30.17	—	—	—	—
Macao	6 a.m.	30.17	—	—	—	—
Hoihow	6 a.m.	30.17	—	—	—	—
Pakhoi	6 a.m.	30.17	—	—	—	—
Phu Lien	6 a.m.	30.17	—	—	—	—
Tourane	6 a.m.	30.17	—	—	—	—
C. St. James	6 a.m.	30.17	—	—	—	—
Apari	6 a.m.	29.83	72	W	1	b
Manila	6 a.m.	29.83	71	NNW	3	c
Legaspi	6 a.m.	29.83	71	NNW	3	c
Bacolod	6 a.m.	29.83	71	NNW	3	c
Cebu	6 a.m.	29.83	83	SW	1	b
Labuan	6 a.m.	29.85	86	NE	1	b

Oct. 21st	29.93	29.81
Temperature	76	81
Humidity	76	81
Rainfall	26	34

Temperature	76	81
Humidity	26	34
Rainfall	—	—

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE," Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 30th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. AUSTRALIEN 13th November.
S.S. TONKIN 27th November.
S.S. ERNEST SIMONS 11th December.
S.S. POLYNESIE 25th December.
S.S. CALEDONNIEN 8th January.

G. DE CHAMPEAUX, Agent.
Hongkong, 17th October, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA," Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt due in London on the 15th December, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 20th October, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. P. Garlick	20th Nov.
Pleides	3,753	F. G. Parington	—
Lyra	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th October, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SHIMOSA"	2nd November.
"CHAZEE"	24th November.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 12th October, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

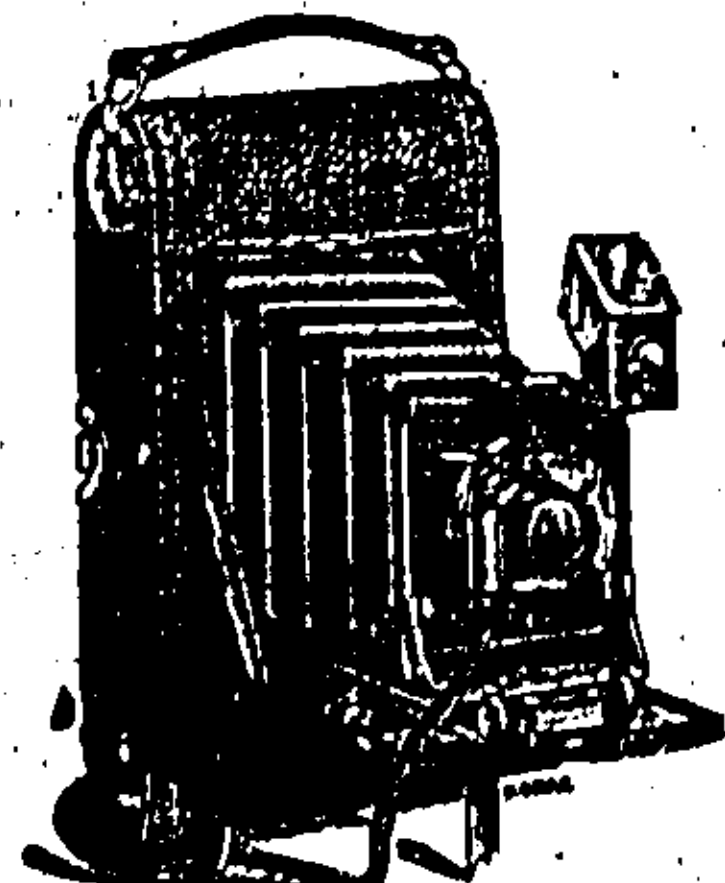
EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 18th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. - RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000	\$1,712,472	{ £1.15/- @ Ex. 2/1/- = \$16.47 for first half- year 1906	5 1/2 %	{ \$810 buyers London 2.05.10
National Bank of China, Limited	60,025	£7	£6	{ £1,727,335 \$150,000	\$74,099	\$2 (London 3/6) for 1905		\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300 ex div.
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,131 \$1,153,844 \$169,279 \$800,000 \$101,278 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$229,488 \$2,016	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,220,928	\$344,098	\$6 for 1.04	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,320,928	\$421,618	\$25 for 1904	7 1/2 %	\$330
SHIPPING.								
China and Manila Steamship Company, Limited	70,000	\$25	\$25	{ \$6,000 \$264,338	\$5,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$93,560 \$250,000	Nil.	\$24 for year ended 30.6.1906	6 %	\$42
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$600,000 \$144,366 \$120,000 \$280,928 \$23,999	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$26
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ Tls. 40,000 \$400,000	Tls. 23,156	10/- @ ex. 2/1 9/16 = \$4.59 { Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2 a/c 1906	6 1/2 %	{ Tls. 87 1/2 sellers Tls. 55 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 400,000 \$4,144	Tls. 23,156	{ Interim div. of Tls. 1 1/2 1/- (Coupon No. 6) for 1905	9 %	{ Tls. 103 buyers Tls. 29 1/2 buyers
Shell "Transport and Tracing Company, Limited"	100,000	£1	£1	{ \$100,000 \$32,957	\$218	{ \$1.50 \$0.75 } for year ending 30.4.1906	{ 5 1/2 % 3 1/2 % }	{ \$29 \$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. T. 50 buyers
Taku Tug and Lighter Company, Limited	70,000	Tls. 50	Tls. 50	{ Tls. 385,000 \$450,000 \$86,179	Tls. 13,913	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$450,000 \$86,179	\$40,914	\$3 for 1897		\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 84 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723			
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none	G. \$969,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Sub-Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$94 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$91
Hongkong and Whampoa Dock Company, Ltd.	70,000	\$50	\$50	{ \$40,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152 ex. & b.
New Amoy Dock Company, Limited	10,000	\$64	\$64	{ \$2,221	\$2,221	\$1 for 1905	5 1/2 %	\$171
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 48,720	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 sales
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 %	Tls. 232 sales
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 12 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	10 1/2 %	Tls. 102
Star House Hotel Company, Limited (Shanghai)	70,000	\$25	\$25	{ \$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$281 sales
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none		7 % on \$74 for 1905		\$151 buyers
Do. (Founders)	123	\$15	\$15	{ \$648,975 \$19,075	\$10,057	None	8 1/2 %	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000	\$67,839	Interim div. of \$24 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 20,783	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ Tls. 57,065	\$4,699	Final of \$6 making \$10	11 %	\$90 sellers
Lumpphrey Estate & Finance Company, Limited	7,000	\$10	\$10	{ \$50,000 \$50,000	\$5,070	80 cents for 1905	7 %	\$124 sales
Newton Land and Building Company, Limited	7,000	\$50	\$50	{ none	\$74	\$24 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 869,491	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 170,000		Interim div. of \$2 account 1906	8 %	Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772			\$40
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$110,000	\$21,660	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 70 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$871
Pell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814	£856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	13 1/2 %	Tls. 65 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	8 1/2 %	\$10 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,181	80 cents for 1905	8 1/2 %	\$9.50 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$24 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 65 cents } for 10 months ending 28.2.06	8 %	\$141 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,796	Int. div. of \$20 for 10 months ending 28.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$24
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$71 buyers
Matschappij tot Nijver, Bosch- en Landbouw- en plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 232 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 343,24	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 93 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 265 sellers
South China Morning Post, Limited	7,200	\$25	\$25	{ Tls. 37,000	Dr. \$41,934	Interim div. of 5/- for 1-year 1906		Tls. 280 sellers
Team Laundry Company, Limited	6,000	\$5	\$5	{ none	\$1,134	None		\$21 buyers
Heintsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$25,000	\$752	{ 70 cents \$8.92 } for year ended 31.5.1906	{ 8 1/2 % 6 1/2 % }	{ \$8 \$150
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$124 buyers
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	18
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$182			
DIVIDENDS PAYABLE:-								